

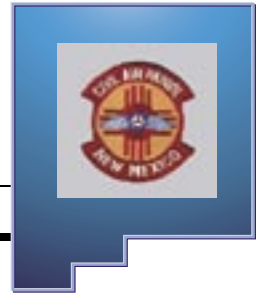


The Cactus Courier

Civil Air Patrol — New Mexico Wing

Volume 6, Issue 6

June 2004



Commander's

By Col Frank A. Buehe, CAP

The Civil Air Patrol, and thus the New Mexico Wing, is a professional organization. A professional organization is one in which its members have high personal standards of integrity, proficiency, and self-discipline. The wing expects its members will rise to, and adhere to, these standards while participating in CAP activities. I personally believe each member wants to adhere to these standards in and out of CAP.

There are no benchmarks against which to measure a member's integrity, proficiency or self-discipline except adherence to the procedures we follow while doing CAP activities. Many of these procedures are outlined in the CAP Regulations that we are expected to follow. Some are simply using good common sense while participating in CAP activities.

I am extremely distressed that recently, in this wing, we experienced failures of our members in following those procedural guidelines. During an exercise, an aircrew acting on their own volition, without clearance from any controlling authority, deviated from their assigned mission to do something "on their own." In so doing they penetrated the airspace of another CAP aircraft on an assigned mission causing a very hazardous situation in which the

two aircraft were not de-conflicted as originally planned. To my way of thinking, this aircrew let us all down by its failure to maintain its self-discipline to adhere to its assigned mission, and only its assigned mission.

This wing will not accept such performance or attitudes from its members during CAP activities. Members shall adhere to our procedural guidelines, and perform in accordance with our expectations of integrity, proficiency, and self-discipline. At the least, actions "on your own" are unprofessional; at the worst, they can cause fatal accidents.

Therefore it is my guidance that all members of the New Mexico Wing shall act in accordance with CAP regulations and/or New Mexico Wing's established procedures or assignments during any wing activity. To do less is *prima facie* evidence of negligent non-compliance with our regulations and/or policies and procedures. Unfortunately, there are severe consequences for "acting on your own," and it is my hope that all New Mexico Wing members will conduct themselves in such a professional manner that they will not suffer the consequences which come as a result of unprofessional actions and attitudes.

NM WING AWARDS

By Frances Harsany

The award process must begin **now** as this is a long process. The **deadline** is Monday 6, August 2004, for any and all nominations and supporting data (early nominations appreciated). The Awards Committee is forming and will be making its recommendations to the Wing Commander for Awards and Scholarships to be presented at the Wing Conference in October. The nominations must be sent to Frances Harsany and can be:

- 1) emailed to Fharsany@comcast.net,
- 2) faxed to 505-846-5418,
- 3) mail to 1119 Casa Tomas Rd NE, Albuquerque, NM 87113, or
- 4) mail to WG HQ.

HOW TO MAKE NOMINATIONS FOR WING AWARDS

Please submit the following:

- 1) Name of Award for which nomination is being made.
- 2) Nominee's full name, rank & squadron (if not individual award...just the squadron name).
- 3) Describe what makes this person or squadron deserving of this award.
- 4) Include the submitter's name, rank and squadron.

Consider Members or Squadrons whose performance during preceding calendar year (unless otherwise specified in award) was above the expected. If there are other awards you feel should be established or presented, also send that information to Francis Harsany for the Awards Committee's consideration. Annual awards will gener-

See AWARDS, page 4



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C.A.P. sales

Civil Air Patrol promotes and supports aerospace education, both for its own members and the general public. Such education helps prepare American citizens to meet the challenges of a sophisticated aerospace society and understand its related issues.

CAP offers more than 30 educational products, including a secondary textbook, *Aerospace: The Journey of Flight*, and the middle school level *Aerospace Dimensions*. Teachers can get free classroom materials and lesson plans from CAP by joining CAP's Aerospace Education Membership program. All CAP materials meet national standards.

CAP joins with the U.S. Air Force each year in sponsoring the National Congress on Aviation and Space Education (NCASE), the nation's premier conference in this field. There educators from across the country learn how to use aviation and space themes in a variety of subject areas.

CAP has sponsored NCASE since 1967 and its programs reach more than 50,000 students each year.

CAP sponsors several prestigious awards for those who promote aerospace education, ranging from recognition for schools to national awards for individuals who have devoted years to the field.

AN ALTERNATIVE TO THINKING IN AN EMERGENCY

By John Lorenz

I read once that there is an average of one engine failure per 2000 hrs of a pilot's flight time. If true, then I'm over quota and I want a refund. The experience makes one a believer in being prepared. Unfortunately, the once-every-two-year Flight Reviews, where instructors pull the throttle and sit back smugly as if their own posteriors weren't in the same sling, don't really prepare us for an engine failure. When I ask GA pilots to practice a failure during a flight review, many respond in a haphazard fashion, checking random things like magnetos,

the master switch, the oil pressure, maybe remembering the carb heat or fuel pump but maybe not. We discuss and correct the mistakes, but if asked to do it again ten minutes later, it's obvious that most pilots, repeating the same mistakes, haven't internalized the discussion.

These pilots are relying on reasoning and logic to figure out what's wrong and what to do about it. This wastes time, and more importantly, the ability to reason deserts us in an emergency. Inevitably these pilots worry about useless things while forgetting two or three of the actions that might save the day. The stressed pilot can let the plane crash due to fuel starvation even though there is still fuel available in another tank. We shake our heads and wonder how this could happen, knowing we wouldn't be so foolish ourselves; but the evidence suggests that any pilot can get "stupid" under stress.

The alternative to the unreliability of reason is a simplified procedure, practiced often enough that it becomes an automatic response. Sure, any aircraft you get into should have an emergency checklist, but who has the time to find and flip through it as the aircraft settles towards rough terrain? A written checklist in an emergency can be more of a distraction than an aid unless you're at altitude and have the luxury of time.

There are several generalized mnemonics for the emergency procedure to follow after an engine failure. One is The Five F's, but these are just guidelines: rather than memorizing the mnemonic, which would involve later thinking ("What was the third F for?") use them as guidelines to construct and memorize the actual procedure for the specific aircraft you fly, well before the event. For review, here are the Five F's.

FLY: Establish best-glide airspeed, which occurs at an attitude where the wing is nearly parallel to the horizon, similar to the cruise attitude. Don't make a major attitude change but hold the nose in that position and trim it there as the plane decelerates.

FIND: Save time by multitasking: while keeping the nose up as the plane slows, decide where to land. Then, by golly, head for it. Many flustered pilots forget to do this.

FIX: Restart procedures are

different for different airplanes, but there are only six or seven things, often less, that can be done in any small airplane to fix the situation. They can be covered with a smooth, 1-2-3 flow in most Cessnas: 1) one item on the floor: switch the fuel valve; 2) two items in the left corner of the panel: turn the mag switch left, right, back to both, then make sure the primer is in and locked; and 3) three items in the center of the panel: pull the carb heat on, go to full rich mixture, and jockey the throttle. For low-wing Pipers, the flow starts with the fuel valve by your knee, then goes horizontally across the dash, adding "fuel pump – on." For fuel-injected engines, substitute fuel pump and alternate air for carburetor heat and primer. These are typically the ONLY things you need to check because they are the ONLY things you have control over from the cockpit. It would be wasted time to check the oil pressure since you can't add oil in flight. Don't bother with the master switch, it has no control over the engine. The prop will be windmilling unless the engine has had a catastrophic failure, so hitting the starter switch would be either redundant or useless if the prop is not geared.

Actually manipulate the switches during practice so that you don't get used to just touching them and wind up doing the same in a real emergency, but be careful: don't turn the mags completely off, don't pull the mixture out thinking it's the carb heat, and make sure you switch to a tank that contains fuel. Be efficient but deliberate.

If and only if you have time, (F)PHONE. Radio calls only hasten rescue, they won't prevent a crash. Use 121.5 unless still in contact with someone, and squawk 7700.

If none of the six or so critical items restart the engine, it's time to concentrate on putting the aircraft down. On FINAL: turn off the fuel valve and the electric system to reduce the chance of fire, tighten seatbelts, and crack the door so you can still get out if the airframe bends. Remember that turning off the electric system will also kill electric gear and flaps, so don't kill the master switch until you have the desired configuration.

When an engine stops, you don't really care why, you just want it fixed. Don't try to figure out the problem



AEROSPACE EDUCATION

Teaching Ordinary Subjects
in Extraordinary Way

NATIONAL AEROSPACE EDUCATION OFFICER'S COURSE SET

The 3rd annual Civil Air Patrol, National Aerospace Education Officer's Course will be held in Pensacola, Florida, at the Pensacola Naval Air Station Conference Center, on 24, 25, and 26 June 2004. The focus of this course is to educate AE leaders at all levels about the requirements of their jobs and the resources available to help them better perform the functions of their positions. We will also share experiences and ideas to make our AE program the best. Last, we will explore ways to increase communication between CAP AE leaders at the unit, wing and region level and the National AE Support Staff.

Holding this Aerospace Education course at the cradle of Naval Aviation complements the CAP's efforts to improve our AE programs for our Senior and Cadet members, as well as our AEX program for America's Schools. The facilities available for this course are excellent. The Conference Center and Naval Museum Education Staff are going all out to make this course an outstanding success. The agenda is designed to address the needs of the newly appointed as well as seasoned AE Wing DAE.

Attendees should plan to arrive in time for registration by 1730 hours on 23 June 04 and depart on 25 June, as Saturday, 24 June activities are scheduled to run until 1600 hours. Attendees will be billeted on base at the BOQ for \$15.00 a night.

Any CAP member planning to attend this course should register ASAP but not later than 1 June 04, to allow time to prepare MSA's for all attendees.

The National AEO School is designed to prepare AEO's to do their job's better. The School is being held at the Pensacola Naval Air Station where we can get excellent training facilities and quarters are only \$15.00 a night. If

you want to bring your spouse you can stay at the Navy Lodge on the beach for \$55.00 a night.

This is a great opportunity to learn about the full range of Aerospace Education duties and resources available to you to use in performing your AE duties. The class is limited to the first 30 who register. To register, go to the CAPSER web site and get a application to attend and e-mail to: dgarner@chartertn.net. Or mail to:
Lt Col Dave Garner
10917 Sonja Drive
Knoxville, TN 37922

WHAT DO YOU MEAN, I DIDN'T PASS?

TAKING THAT LITTLE BLUE PILL? KEEP YOUR FEET ON THE GROUND

By Dr. Erwin Samuelson, AME
and Jon Thornburgh, CFI

(This is the first of a series of articles about aviation medicine. Many would-be pilots forgo flight instruction because they erroneously believe that they could not pass an FAA flight physical. For example, some people still believe that one needs 20/20 vision to become a pilot, which is not true. Other pilots are unable to pass the physical when they first see an Aviation Medical Examiner (AME), but they eventually obtain their medical certificates after additional paperwork is submitted to the FAA. Unfortunately, some pilots are precluded from ever being able to obtain a medical certificate. These series of articles will discuss why some pilots can pass a flight physical while others cannot. It will also discuss the options available if someone has a problem on the initial medical examination. Finally, these articles will discuss general health issues, and answer questions about medication, fatigue, deep vein thrombosis, stress, high blood pressure, and other concerns.)

Some types of flying do not require a medical examination. A pilot does not need to have a medical certificate to fly an ultralight, a glider (including a motorglider) or a balloon. However, the FAA expects pilots to use good judgment and stay out of the air if he knows that he has a medical problem that would make flying dangerous. This rule also goes for pilots who have passed a flight physical. Just because one has a current medical certificate in his wallet does not mean that he should fly if he is fatigued or has the flu.

In some cases a person should ground himself for reasons that he may not suspect. Obviously, he should not fly if he is temporarily taking medicine that has instructions which say that

one should "not drive an automobile or operate heavy machinery." But what about less obvious medication, such as nose drops (antihistamine) or allergy pills such as Zyrtec or Claritin? What about Nexium, the highly advertised "purple pill" taken to combat heartburn? To get things started, we'll address a sexy topic, which is guaranteed to arouse attention-Viagra.

Although Viagra is a prescription medicine, most physicians who are general practitioners have little idea if the drugs they prescribe will have any effect on the operation of aircraft. In fact, the only person who has such specialized knowledge is an Aviation Medical Examiner. Theoretically, a pilot should consult his AME before taking any medicine at all, including Viagra.

Viagra is the patented name for sildenafil citrate. . . in addition to affecting phosphodiesterase Type 5, sildenafil also affects phosphodiesterase Type 6. Unfortunately, phosphodiesterase Type 6 is a retinal enzyme involved in phototransduction, which means that Viagra can cause the impairment of blue-green color discrimination. About three percent of Viagra users are affected, and report a "bluish tint" in their vision for up to six hours. As luck would have it, blue and green lights are used on airport taxiways.

In addition, the hypotensive effect of nitrate is aggravated by sildenafil. This can (and has) caused cardiac arrest by Viagra users, although it appears that the victims may have had a pre-existing cardiac condition. Viagra has also been reported to cause headaches.

Aviation physicians recommend that a pilot refrain from operating an aircraft for six hours after taking Viagra. This is especially true if he intends to fly at night. . .

Since Viagra is often taken by "senior" pilots, it should be noted that the body takes 40% longer to metabolize sildenafil after the age of 65.

Every time a pilot takes his aviation physical he completes FAA Form 8500-8, which contains 19 medical questions (with additional alphabetical subsections.) Question number 17 asks "Do you currently use any medication - prescription or nonprescription?" Many pilots fail to mention Viagra, either be-

then devise a solution, but use a short cut that quickly covers the entire but limited range of possible fixes. Practice this until you can do it by rote when the higher brain functions don't work under the stress of an emergency.

AVIATION MEDICINE, page 3

cause they're embarrassed to say "yes," or because they don't even think of Viagra as "medicine." Before getting a prescription for Viagra, a pilot should at least call his AME and ask if the doctor thinks there might be any problems, and if it will be necessary to report the use of Viagra when he takes his next physical. In any case, remember to wait six hours before flying after using Viagra. (Six hours from Viagra bottle to throttle.)

About the authors:

Dr. Erwin Samuelson has been a Senior Aviation Medical Examiner for 25 years, and is a Diplomate American Board of Family Practice. He is the author of a pamphlet entitled "Aviation Medicine - A Survival Guide" which can be seen at his website. Dr. Samuelson is also a contributor to Pilot Medical Solutions, which specializes in assisting pilots in regaining their medical certificates after refusal by the FAA. His e-mail address is DrErwin@aol.com. **Jon Thornburgh** is an ultralight and FAA flight instructor and the author of numerous aviation articles. Some of his articles are archived at www.ultraflight.com/JonThornburghFrame.htm. Jon's e-mail address is JonThornburgh@pocketmail.com

Son —

*You're going to
have to make up
your mind about
growing up and
becoming a pilot.
You can't do both.*

— Author Unknown

ally be considered for the period 1 July 2003 – 30 June 2004.

TYPES OF AWARDS AND SPECIFIC INFORMATION ABOUT AWARDS

Individual/Family Awards

Individual/Family: Decade of Dedication - the highest award NM gives and it recognizes contributions made over ten years to NM CAP.

Family of the Year - the single family, that has contributed to NM Wing in an exemplary manner.

Cadet of the Year - the cadet who has exemplified him/herself as an outstanding member of NM Wing. (Note this is a different award than the nomination for National Cadet of the Year done by cadet Selection Committee in January — per National rules)

Senior Member of the Year - the Senior who has exemplified him/herself as an outstanding member of NM Wing.

Squadron Commander of the Year - the Senior who was an outstanding squadron commander in the past year.

Don Otis Communicator of the Year (named for an individual who made "radioing" fun as he ran the HF radio net, etc) - the member who has exemplified Don's spirit.

Public Affairs Officer of the Year - PAO with outstanding-contributions to Squadron or Wing.

Outstanding ES Service - member who gave willingly and exceptionally.

Safety Officer of the Year - a Wing/Squadron Safety with exemplary performance.

Chaplain of the Year - Chaplain or Moral Leadership Officer with exemplary performance.

NM Aerospace Education Cadet/Senior Member of the Year - for an outstanding aerospace project. (This could be two awards.)

Scholarships

Traulsen Scholarship for National Staff College - a CAP Major (rank) planning to attend NSC.

Bob Haulenbeek COS Scholarship

A cadet attending the Cadet Officer School. (at Maxwell AFB, Alabama)

Flight Scholarship (limited number of lessons and flights) - a cadet who is going to work on a private pilot's license for powered aircraft. (Use CAP Scholarship Form 95 pages 1, 2, and 3 without Wing CC signature)

Squadron Awards

Squadron of the Year - the squadron with exemplary performance in all phases of the CAP program.

Cadet Squadron of the Year - the cadet squadron with exemplary performance in the cadet program. (May send information to Director of Cadets Programs who will make the recommendations based upon OI DCP2 "Cadet Squadron of year Selection Criteria" Copy available on Wing web page)

ES Squadron of the Year - the squadron with exemplary performance in emergency services. (May send nomination information to the Director of Emergency Service who will make the recommendations).

Special Mission Squadron of the Year - The squadron with exemplary performance with missions outside of emergency services. (May send nomination to both Director of Counter-narcotics and Coordinator of BLM Flights who will jointly make the recommendation)

Brewer Aerospace Squadron Nomination - the squadron with an exemplary project in aerospace education. (May send nominations to the Director of Aerospace Education who will make the recommendation.)

FIELDTRIP, page 5

The cadets participating in this outing were: Taylor Cottam, Tucker Cottam, Candice Cox, Patrick Cox, Evan Farley, Sean Maldonado, Austin Rees, and Christhell Terrazct. The Senior Members were: Tom Germscheid, Tim Cottam, and Kelly Maldonado. Cindy Germscheid, grandmother of Austin Rees, and Brandon Dekema, brother of Austin Reese, also made the trip.

Note from the Vice Commander: High Plains Composite Squadron should soon be Prairie Dog Composite Squadron

Cadet Programs

Responsible Citizens Through Aviation and Leadership

MITCHELL RECEIVES MITCHELL

By LtCol Charles Moorner, III, CAP

Several members of the Las Cruces Composite Squadron were promoted recently. Cadet Master Sergeant Ben Mitchell received the Billy Mitchell Award. He was presented by Major Jay Hopkins, U.S. Army, from White Sands Missile Base. His parents, Ed and Judy Mitchell, placed Cadet Second Lieutenant epaulets on his uniform. Lt. Colonel Louis Braddi, Assistant Director of the Wing glider Program, spoke of Ben's accomplishments in Aerospace Education.

Other recent promotions include Cadet William Thomson to the rank of Staff Sergeant; Cadet Zachary Funk to the rank of Airman First Class; Cadet Ryan Gillette to the rank of Airman First Class; Cadet Robert Courtney to the rank of First Sergeant; Cadet Samuel Wong to the rank of Cadet Airman; Cadet Joseph Bishop to the rank of Airman First Class; Cadet Gabriel Fish to the rank of Airman First Class; cadet Kamaron Ray to the rank of Senior Master Sergeant; Cadet Matthew Cannon to the rank of Senior Airman; Cadet Jeremiah Fish to the rank of Senior Airman; Cadet James Hanson to the rank of Airman First Class; and Cadet Lane Andreasen to the rank of Cadet Airman.

SIERRA MIDDLE SCHOOL ENDS YEAR WITH CEREMONY

By LtCol Charles A. Moorner, III, CAP

The Sierra Middle School Cadet Program Ceremony of the Las Cruces Composite Squadron was held on Tuesday evening, May 11, at the Sierra Middle School. This was a joint venture between the New Mexico National Guard and the New Mexico Wing of the Civil Air Patrol.

Presiding at the ceremony was Chief Warrant Officer II Frank Delmargo, assisted by Sgt. Major Alex Garcia,

both of the New Mexico National Guard. Sgt. Major Garcia is the Manager of the Middle School Mentorship. Also present from the New Mexico National Guard were Staff Sgt. Sean Dimmer, Sgt. Richard Hernandez and Sgt. Felipe Brisano, all of whom were instructors in the cadet program during the past school year. They were assisted by Lt Debbie Martin of the Las Cruces Squadron of the CAP and Chaplain Lt Col Charles A. Moorner, III, New Mexico Wing Chaplain of the CAP.

Greetings and congratulations were brought by mayor Bill Mattiace, principal Brenda Lewis, Assistant Principal Ralph Ramos, and Lt Col Alan Fisher, Las Cruces Composite Squadron Commander. Also representing the New Mexico Wing were Lt Col Claude Luisada, New Unit and Middle School Coordinator, Lt Col Roland Dewing, and Chaplain Moorner. Lt Col Fisher read a letter of congratulations and best wishes from Col Frank A. Bueche, New Mexico Wing Commander.

Mayor Mattiace, assisted by Lt Erik Khan and C/2nd Lt Ben Mitchell, passed out Certificates of Completion to the graduating cadets. A total of 88 cadets were graduated. Several student awards were made, including the Cadets of the Year Award given to C/A1C Daniel Parrott and C/A1C Sean Stewart. Also honored was Lt Debbie Martin for her work with the cadets during the past school year.

The ceremony was concluded with a benediction by Chaplain Moorner.

"FIELDTRIP" TO USAFA

By Anna Walters, Taos PAO

On April 25, 2004, eight cadets and three senior members from the Angel Fire squadron traveled to the U.S. Air Force Academy (USAFA), for a tour of the academy on the following day. The cadets and senior members stayed in Temporary Living Quarters at the Acad-



Angel Fire CAP Cadets and family members with a USAFA cadet falcon handler and his falcon.

emy the night of April 25.

Ms Diana McElhinney, Youth Relations Representative for the Academy, conducted the tour on Monday, April 26, from 0900 - 1500.

The itinerary included:

- Tour of the Visitors Center and introductory movie on the Academy
- Tour of the Chapel
- Discussion of Cadet Building and Tour of Open Honor Court
- The Planetarium Show
- Lunch at Arnold Hall
- Mews Tour
- Introduction to the Academy Falcons and handler
- Visit to the Academy Field House

Squadron members considered the falcon tour and meeting with a third-year USAFA cadet (involved in the falcon program) to be the highlights of the day. The well-equipped gymnasium and athletic facilities were very attractive to the CAP cadets.

The USAFA cadet gave pointers on how to get accepted into the academy and what to expect as a student. Prior to departure, Ms McElhinney explained the admission process and mentioned that additional admission points are given to CAP Cadet applicants.

The Angel Fire cadets came away very excited about the Academy and many are considering applying for admission in the future.

See FIELDTRIP, page 4

OPERATIONS

Supporting Our Communities
in Times of Need

CONCERNING THE MONITORED EXERCISE

By Col F. A. Buethe, CAP

Please note that the Monitored Exercise, 1-6 Jun, is being run like a real world scenario—that is, tasking is sent to wing, and ultimately to commanders at the squadron level, from higher headquarters. Commanders receive a warning order just as they would in a real world situation. That warning order is the commanders' advance notice that they may be tasked with one or more missions.

Commanders must use their discretion in how they prepare for the anticipated tasking(s). Messages they receive are NOT for general dissemination, but for their and/or their operations officer to plan for your mission assignments. Commanders should currently be involved in general advanced planning to support the Monitored Exercise with aircrews and aircraft. Squadron command structure should be in a planning phase ready to receive missions beginning as early as 01 Jun.

Any tasking commanders receive will include as much information as necessary for them to accomplish their mission. They may not receive or see the entire picture of the operation, just as wing may not have all the puzzle pieces—remember this is simulating a real world homeland security event.

The squadron command staff and aircrews must be prepared to brief missions using the comprehensive briefing guide, and to be in telephonic or facsimile contact with the ICS staff prior to and upon completion of any assigned mission.

Remember, we are not doing things as we have in the past. We are now practicing for what we may do in a real world scenario for homeland security, and we will be evaluated on how well we perform under these new parameters.

101 CRITICAL DAYS


Excerpt from the May Sentinel

"101 Critical Days" is the historically accident-filled period of time between Memorial Day Weekend, which begins 29 May, and Labor Day Weekend, ending 6 September. Summer time, unfortunately, is a time we place ourselves at greatest risk. With long-awaited vacations and weekends filled with CAP activities, we tend to be over-anxious and a little less attentive in our eagerness to enjoy all our carefully planned events. Eagerness and inattention can be a tragic combination. We want the summer of 2004 to be an enjoyable and mishap-free summer, but it requires extra effort from everyone to be especially careful, diligent and safety conscious. Remember, Operational Risk Management (ORM) can work as well at a weekend barbeque as it can at a CAP flight activity. You simply must identify the hazards, assess how risky they are and come up with a plan to minimize or eliminate the risk. So please take the time to examine each situation of each activity and consider the consequences of not making safety a part of every decision.

SWR STAFF COLLEGE

17-24 JULY 2004

KIRTLAND AIR FORCE BASE

 90.00 COLLEGE
25.00 ROOM/NIGHT
6.00-10.00 FOOD/DAY

APPLICATION DEADLINE
15 JUNE

SEND SIGNED CAPF 17 TO:
Wing Commander

AND

COURTESY COPY TO:
Maj Mike Swanson, CAP
SWRSC 2004 Director
7625 Brook Haven Way
Shreveport, LA 71105-5706

MAKE CHECKS PAYABLE TO:
2004 SW Region Staff College

"Nothing great was
ever achieved with-
out enthusiasm."
—Ralph Waldo Emerson

Wing Conference

22-23 October 2004

Holiday Inn Mountain View

2020 Menaul Blvd NE
Albuquerque NM

Room rate is \$55 per night plus tax.
Rate is good ONLY until October 1st.
Call Holiday Inn directly to make room reservations.
Use "CAP" or "Civil Air Patrol" when making your reservation.
Hotel telephone: 505-884-2511, fax: 505-881-4806
e-mail: Jamie.Lehman@ihotelsgroup.com

Senior Member Conference and Banquet

registration*: \$60 before October 1st, \$75 after

Cadet Conference and Banquet

registration*: \$35 before October 1st, \$45 after

*Registration form available on NM Wing web page after June 1st

Friday Evening 22 October

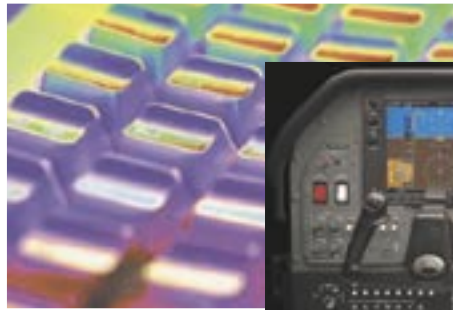
Everyone is invited to the
Commander's Reception

Saturday 23 October

MORNING: General Session
AFTERNOON: Seminars for cadets and seniors
EVENING: Banquet with awards and entertainment

Civil Air Patrol's 2004 National Board & Annual Conference

TODAY'S MISSIONS - TOMORROW'S TECHNOLOGY



18-21 August 2004

Tampa Marriott Waterside
700 South Florida Avenue
Tampa FL 33602

Rates:

\$119.00 - single, double
\$139.00 - triple
\$159.00 - quad
12% - Tax rate

Hotel Registration Deadline:
16 July

Reservations:
800-228-9290
813-204-6397

Are you ready for the challenge?

Come to beautiful Tampa, Florida for this year's Civil Air Patrol National Conference. Learn how new technologies are changing the way CAP members save lives and impact their communities. Meet CAP members from throughout the nation and share your wing's ideas and best practices. Hear speakers in a choice of more than 45 workshops, and visit with aviation and technology vendors in our exhibit hall.

This year's new seminars will include:

Catch the Funding Wave - - \$urf's Up!!!"

Tactical to Practical: Creative Cadet Program Enhancement

Exploiting the Spectrum: Hyperspectral Imaging Enhances Operations

Get Ready for Shuttle Ops: How You Can Use STK to Track STS Missions

QuickBooks Online—The Solution for 24-7 Access to Your Accounting Records

WIN THIS

ONLINE REGISTRATION ONLY, BY 1 AUG 04



AT NB!



Kick off Thursday with a visit to the exhibit hall, followed by the opening reception — a high-energy Beachcomer Bash! Bring your shades and sunscreen and get ready for the hottest CAP conference ever!

REGISTER ONLINE FOR YOUR CHANCE TO WIN A NEW LAPTOP COMPUTER

WWW.CAP.GOV/events/nbmain.html

Happenings

IMPORTANT HEADQUARTER PHONE NUMBERS

Provided by Col Dennis Manzanares, CAP

Sr. Member Professional Development

Voice: 334-953-xxxx (see 4-digit ext. below for individual offices)

Fax: 334-953-6699

LMP	Mr. William R. Bean	Deputy Director	7568
LMPD	Fax 334-953-6699		
	Mr. Robert Smith	Chief Cadet/Sr. Prof. Development	5309
	Mr. Curt LaFond	Edu. Program Manager	4304
	Ms Bobbie Tourville	Edu. Program Manager	4243
	Mr. Mark Wilkinson	Edu. Program Manager	7584
LMPD	Mr. Don Hines	CAP Distance Learning	4233
LMPN	Mr. Don Karle Jr.	Chief Nat. Cadet Special Activities	6473
	VACANT	Asst Program Manager for Cadets and Prof. Dev.	8640
	Mr. Michael Stephens	Program Manager Special Events	2273
	VACANT	Assistant Program Manager	5315

Jun-04

5-6	Sat	SWLR Monitored Exercise	Lt Col Jim Gary	Roswell
12	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
18-21	Fri	SAR/DR/HLS Exercise	Capt Dave Simonson	Belen-Alexander
26-27	Sat	NMWg Aircrew Course	Capt Dave Simonson	Wing HQ

Jul-04

10	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
17-24	Sat-Sat	SWR Staff College	Col Dennis Manzanares	Kirtland AFB
23-26	Fri	SAR/DR/HLS Exercise	Capt Dave Simonson	Santa Fe
24-31	Sat	NMWG Cadet Encampment	Lt Col Paul Ballmer	Kirtland AFB

Aug-04

14	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
19-21	Thur-Sat	National Board Mtg & Conf	Col Frank Buethe	Tampa FL
20-23	Fri	SAR/DR/HLS Exercise	Capt Dave Simonson	Taos

Sep-04

11	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
17-20	Fri	SAR/DR/HLS Exercise	Capt Dave Simonson	Belen-Alexander
24-26	Fri-Sun	SWR Conference		

Oct-04

9	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
16-23	Sat	National staff College	Col Dennis Manzanares	Maxwell AFB, AL
22-24	Fri-Sun	NMWg Conference	Col Frank Buethe	Albuquerque

Nov-04

12-14	Fri	NM Wg SWR-SAV	Col Frank Buethe	Wing HQ
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THE UNITED STATES AIR FORCE AUXILIARY

CIVIL AIR PATROL

New Mexico Wing

P.O. Box 5069

Kirtland AFB, NM 87185-5069

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